

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING

October 8, 2014

MAG Office, Saguaro Room

Phoenix, Arizona

MEMBERS ATTENDING

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|--|--|
| Christopher Brady, Mesa, Chair   | Sonny Culbreth for Darryl Crossman,<br>Litchfield Park       |
| # Anna McCray for George Hoffman,<br>Apache Junction                   | # Gregory Rose, City of Maricopa                             |
| # David Fitzhugh, Avondale   | * Jim Bacon, Paradise Valley                                 |
| Roger Klingler for Stephen Cleveland,<br>Buckeye                       | Kevin Tyne for Carl Swenson, Peoria                          |
| Gary Neiss, Carefree   | Thomas J. Remes for Ed Zuercher, Phoenix                     |
| Peter Jankowski, Cave Creek  | # Louis Andersen for Greg Stanley,<br>Pinal County           |
| Rich Dlugas, Chandler  | John Kross, Queen Creek                                      |
| Dr. Spencer Isom, El Mirage  | * Bryan Meyers, Salt River Pima-Maricopa<br>Indian Community |
| # Charles Montoya, Florence  | Brad Lundahl for Fritz Behring,<br>Scottsdale                |
| Alfonso Rodriguez for Phil Dorchester,<br>Fort McDowell Yavapai Nation | Bob Wingenroth, Surprise                                     |
| Ken Buchanan, Fountain Hills   | Andrew Ching, Tempe  |
| # Ernest Rubi, Gila Bend   | # Chris Hagen for Reyes Medrano, Tolleson                    |
| * Tina Notah, Gila River Indian Community                              | Joshua Wright, Wickenburg                                    |
| Patrick Banger, Gilbert  | Jeanne Blackman, Youngtown                                   |
| Brent Stoddard for Brenda S. Fischer,<br>Glendale                      | Jennifer Toth, ADOT  |
| Brian Dalke, Goodyear  | Clem Ligocki for Tom Manos,<br>Maricopa County               |
| * Rosemary Arellano, Guadalupe   | Jyme Sue McLaren for Steve Banta,<br>Valley Metro/RPTA       |

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.      + Participated by videoconference call.

1.    Call to Order

The meeting of the MAG Management Committee was called to order by Chair Christopher Brady, Mesa, at 12:02 p.m.

2.    Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Gregory Rose, Mr. Charles Montoya, Mr. David Fitzhugh, Mr. Ernest Rubi, Mr. Louis Andersen, Ms. Chris Hagen, and Ms. Anna McCray joined the meeting via teleconference.

Chair Brady welcomed two new members to the committee: Ms. Jennifer Toth for ADOT and Mr. Ernest Rubi for Gila Bend.

Chair Brady welcomed Arizona State Representative Bob Robson to the meeting.

Chair Brady noted materials at each place: the revised materials for agenda items #5D, #5F, and #8.

Chair Brady noted that hearing assisted devices are available from MAG staff. He announced that public comment cards were available to members of the public who wish to comment. Parking validation was available for those who parked in the MAG parking garage and transit tickets were available for those who purchased transit tickets to come to the meeting.

3. Call to the Audience

Chair Brady stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the committee requests an exception to this limit.

Chair Brady invited Ms. Dianne Barker to come forward and deliver her public comments. Ms. Barker said that she is a Phoenix resident who took transit to the meeting. She spoke of the weather here being cloudy when it is sunny in other parts of the country and how it affected viewing of the lunar eclipse. Ms. Barker noted that many people came to protest the South Mountain bypass at the Phoenix formal agenda meeting. She said that she believed Councilman Sal DiCiccio was requesting that the South Mountain bypass item be on the formal agenda for a vote. Ms. Barker stated that the final environmental impact statement has been released for a 60-day review and a record of decision is expected in 2015. She said that she would like to know the successes realized from phase I of the freight study because MAG was giving Parsons Brinckerhoff another \$400,000 for phase II. Ms. Barker stated that a big partner for Arizona is Mexico and she encouraged considering new ideas, such as high speed trains and partnerships. She stated that Mayor LeVault has indicated there is the potential for alternatives in the Interstate 11 corridor, even rail. Chair Brady thanked Ms. Barker for her comments.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. He first reported on the Strategic Highway Research Program (SHRP2) national pilot project for improving transportation system reliability and to estimate travel time reliability more accurately. Mr. Smith stated that MAG is on the team selected by the Federal Highway Administration to perform a national pilot project at two test sites – Phoenix and Portland, Oregon.

Mr. Smith noted that a fact sheet for the South Mountain Freeway environmental impact statement (EIS) was at each place. He said that the final EIS has been uploaded by the Federal Highway Administration and the record of decision is expected in late December or early January. Mr. Smith stated that there is a 150-day period for filing legal challenges. He stated that construction could proceed by mid-2015.

Mr. Smith reported that MAG hosted a press conference on October 7, 2014, in commemoration of October as Domestic Violence Awareness Month. He noted that speakers at the event included Maricopa County Attorney Bill Montgomery, the Vice Chair of the MAG Regional Domestic Violence Council and Apache Junction Vice Mayor Robin Barker, Phoenix Deputy Police Chief Sandra Renteria, El Mirage Police Chief Steve Campbell, Regional Council Chair Mayor Michael LeVault of Youngtown, and domestic violence survivor, Harper. Mr. Smith stated that one of the barriers to prosecuting domestic violence cases is that old technology, such as fax machines, is used for information sharing between some of the cities and the County Attorney's office. He explained that if prior arrest information is not provided to the County Attorney in a timely manner, a suspect could be released from custody without prosecution. He noted that Amy St. Peter, MAG staff, will be communicating with the Arizona Criminal Justice Commission regarding improving information sharing. Mr. Smith domestic violence calls are the most costly calls to jurisdictions and dangerous for public safety officers. Mr. Smith stated that MAG has produced a domestic violence prevention video that is available for distribution.

Mr. Smith stated that a Roundtable Discussion with Rodolfo Gómez Acosta, the Secretary of Finance for the State of Nuevo León, Mexico, is scheduled for October 10, 2014, at the MAG office. Mr. Smith noted that member agency staff and elected officials are invited to attend. He reported that Nuevo León is one of the largest sectors of the aerospace industry in Mexico besides Baja, Mexico.

Mr. Smith stated that the Building an International Economic Network (BIEN) website will launch on October 21, 2014, during a press conference at DIRT Environmental Solutions, a Canadian company that does business in Arizona and Mexico. He noted that to-date, 455 businesses have registered on the website.

Mr. Smith stated that at a press conference on October 29, 2014, the Arizona Department of Transportation (ADOT), the Department of Public Safety (DPS), the Federal Highway Administration and MAG will announce the co-location of DPS officers at the ADOT Traffic Operations Center. He said that this co-location is an effort to increase safety on the freeway system.

Mr. Smith stated that the State of the Americas event, organized by Peoria Councilmember Tony Rivero, was held September 23, 2014. Speakers included Glenn Hamer from the Arizona Chamber of Commerce, and the former President of Mexico Vicente Fox. Mr. Smith stated that MAG's focus at the event was the issue of extending the border crossing card zone to the entire state of Arizona from the current 75-mile limit. He played the video on this topic produced by MAG that shows why this is important to the economy of the State of Arizona. Mr. Smith stated that MAG is working with the Chamber of Commerce and an action team is being assembled. He

noted that the rule change would need to be made by the U. S. Customs and Border Protection and published in the Federal Register.

Chair Brady thanked Mr. Smith for his report.

5. Approval of Consent Agenda

Chair Brady stated that agenda items #5A, #5B, #5C, #5D, #5E, and #5F were on the Consent Agenda.

No public comment cards were received.

Chair Brady asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items.

Dr. Isom stated that he wanted to make a statement only on agenda item #5D. He said that MAG staff does a great job in preparing and communicating the TIP changes, but he had a request for consideration that verbal reports be given on the TIP changes instead of them being placed on the Management Committee Consent Agenda.

Chair Brady called for a motion to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, and #5F.

Mr. Joshua Wright moved, Mr. Gregory Rose seconded, and the motion passed unanimously.

5A. Approval of the September 10, 2014, Meeting Minutes

The MAG Management Committee, by consent, approved the September 10, 2014, meeting minutes.

5B. MAG Bicycles Count Project - Final Report

The MAG Management Committee, by consent, recommended acceptance of the MAG Bicycles Count Project Final Report. The FY 2013 MAG Unified Planning Work Program and Annual Budget, approved in May 2012 by the MAG Regional Council, included \$96,000 to develop a methodology and conduct a bicycle count in the region. The bicycle count data can be used in safety and air quality analyses, estimates of regional bicycle demand, local transportation planning, and federal funding project applications. The final report for the MAG Bicycles Count project was completed in June 2014. The report summarizes the results and analysis of the Fall 2013 bicycle data count collection effort that included 128 locations throughout the MAG region, and establishes a framework for future data collection in the region. The final report was recommended for acceptance at the September 25, 2014, Transportation Review Committee meeting.

5C. Pedestrian and Bicycle Facilities Design Assistance Program

The MAG Management Committee, by consent, recommended approval of the following projects for MAG Design Assistance for the Pedestrian and Bicycle Facilities Program: Tempe: Alameda Drive Bicycle and Pedestrian Facilities Improvements Project for \$75,000; Mesa: Dobson Road Complete Street - US-60 to Broadway Road for \$75,000; Fort McDowell Yavapai Nation: Fort McDowell Multi-use Pathway Connector for \$75,000; Surprise: Grand Avenue Sidewalk Gap Improvement Project for \$36,000; and Peoria: New River Multi-use Path Access at Deer Valley Road for \$39,000. The FY 2015 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2014, includes \$300,000 for the MAG Design Assistance for Bicycle and Pedestrian Facilities Program. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project. At the July 15, 2014, and August 19, 2014, meetings, the Bicycle and Pedestrian Committee reviewed and ranked applications, and voted to recommend the five top ranked projects for approval. On September 25, 2014, the Transportation Review Committee recommended funding the five top ranked projects for the Design Assistance Program.

5D. Project Changes - Amendment and Administrative Modification to the FY 2014 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and to the 2035 Regional Transportation Plan

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP), approved by the MAG Regional Council on January 29, 2014, have been modified five times. The FY 2015 Arterial Life Cycle Program, approved by the MAG Regional Council on June 25, 2014, has been modified one time. Tables A and B contain a list of changes to the Arterial Life Cycle Program; the changes are minor in nature and do not impact the fiscal balance of the program. Table C includes changes to the transit program. These changes incorporate Job Access and Reverse Commute projects based on the priority ranking that was approved by the MAG Regional Council on August 27, 2014. Table D contains a material cost change and additional changes to the freeway program requested by the Arizona Department of Transportation (ADOT), non-Arterial Life Cycle Program project changes requested by member agencies, and general clerical corrections. The detailed listing to fund the cost of the Department of Public Safety officers in the ADOT Traffic Operations Center for three years is included as part of this table. On September 25, 2014, the MAG Transportation Review Committee recommended approval of this item.

5E. MAG FY 2016 PSAP Annual Element/Funding Request and FY 2016-2020 Equipment Program

The MAG Management Committee, by consent, recommended approval of the MAG FY 2016 PSAP Annual Element/Funding Request and FY 2016-2020 Equipment Program. Each year, the MAG Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and enables MAG to provide estimates of future funding needs to the Arizona

Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The MAG FY 2016 PSAP Annual Element/Funding Request and FY 2016-2020 Equipment Program were recommended for approval on July 10, 2014, by the MAG PSAP Managers and on September 22, 2014, by the MAG 9-1-1 Oversight Team.

5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program and Job Access and Reverse Commute projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

10. Economic Impact Study with the Thunderbird School of Global Management

This agenda item was taken out of order.

Amy St. Peter, MAG staff, reported on the new economic impact study being conducted by MAG and the Thunderbird School of Global Management to quantify the economic impact of older adults in the Greater Phoenix economy. Ms. St. Peter stated that member agencies are in a unique position to leverage the talents of older adults as an economic development asset. Ms. St. Peter stated that every community includes older adults who are not in the workforce who can still make important contributions. She said that this study will quantify the economic impact, help identify strategies for engaging these older adults, help make our region more competitive globally, and facilitate the transfer of knowledge to the next generation.

Ms. St. Peter stated that the Thunderbird team has started meeting and conducting outreach to such organizations as Experience Matters and Arizona Technology Council. She stated that deliverables for this project include analyzing data, quantifying the impact, and developing a strategy. Ms. St. Peter stated that human resources departments often face barriers and some have done an excellent job in mitigating these barriers. She stated that the study could look at how innovative countries engage older adult workers to facilitate the knowledge transfer to younger workers. Ms. St. Peter noted the contributions of experienced workers can be a benefit when companies are looking at where to locate their businesses. Ms. St. Peter stated that the study is expected to be completed in early December 2014 and she would report back on the results.

Chair Brady thanked Ms. St. Peter for her report. No questions from the Committee were noted.

6. Service Contract for 9-1-1

Nathan Pryor, MAG staff, stated that the State 9-1-1 Office is proposing a Managed Services model for 9-1-1 services and equipment for a bundled monthly fee. He first gave a background on the region's 9-1-1 system. Calls to 9-1-1 in the MAG region are answered at the Public Safety

Answering Points (PSAPs) located in the cities, towns and county. Mr. Pryor stated that Maricopa Region 9-1-1 utilizes more of a distributed model than the centralized model that might be seen in other areas of the country. Mr. Pryor explained that the Maricopa Region 9-1-1 system contracts with the City of Phoenix to administer the system.

Mr. Pryor said that two 9-1-1 committees at MAG, the PSAP Managers Group and the Oversight Team, consult on the system's needs and on issues relevant to the region's 9-1-1 system. Mr. Pryor stated that annually the MAG Regional Council approves a budget that is submitted for funding to the Arizona Department of Administration. He noted that the Management Committee recommended approval of the FY 2016 budget under agenda item 5E on today's agenda.

Liz Graeber, Maricopa Region 9-1-1 Administrator, Phoenix Fire Department, continued the presentation. Ms. Graeber stated that the Maricopa Region 9-1-1 team oversees the budget, maintains the 9-1-1 centers in the region, installs equipment, and acts as the liaison between the State 9-1-1 Office and member agencies.

Ms. Graeber stated that in August 2014, the State 9-1-1 Office called a meeting of the state's 9-1-1 administrators and at the meeting proposed the Managed Services model for the state's 9-1-1 systems to provide 9-1-1 services bundled into one flat monthly fee of \$2,000 per 9-1-1 answering equipment position. She noted that there are 329 positions in Maricopa Region 9-1-1 and she added that positions are hardware positions, not personnel positions. Ms. Graeber reported that the proposed Managed Services model includes equipment, maintenance, and 9-1-1 network service provided by CenturyLink.

Ms. Graeber stated that a 20-cent tax for 9-1-1 is collected monthly for wireless/wireline telephone lines and Voice Over IP, and .05 percent of sales of prepaid wireless phones. These are the funds that support the 9-1-1 system statewide. Ms. Graeber stated that this is the lowest amount collected in the entire United States, with the exception of those states that do not collect a tax and support 9-1-1 as a line item in their state budgets. Ms. Graeber stated that 37 cents per line per month was collected in 2003, but this amount has decreased legislatively to the current rate of 20 cents per month. She noted that the annual collections have remained flat since 2012, and she stated that the funds being held for future 9-1-1 projects were swept by the Legislature to balance the state general fund.

Ms. Graeber stated that advantages to a managed services model include having a consistent budget and no fluctuation for equipment purchases for the five-year proposed contract, allows the State to replace \$10 million in unsupported 9-1-1 equipment outside of Maricopa Region 9-1-1, proposes ongoing equipment replacement, and puts 9-1-1 centers on an IP-based backbone, which is needed to accommodate text-to-9-1-1 technology. Ms. Graeber added that text-to-9-1-1 will provide the ability to send text messages or photos to 9-1-1 and will allow connections with 9-1-1 centers across the nation.

Ms. Graeber then addressed concerns with the managed services proposal. She said that no competitive bid for managed services has taken place; the State 9-1-1 Office approached CenturyLink, and negotiated the terms, but will not be the entity to go into a contract with

CenturyLink. Rather, each PSAP is expected to the sign service agreement negotiated by the State with CenturyLink.

Ms. Graeber stated that there are security concerns the network design. She explained that CenturyLink is the sole service provider for the 9-1-1 system in the State of Washington. Ms. Graeber reported that 9-1-1 throughout the entire state experienced a six-hour outage. She remarked that this is one of the reasons Maricopa Region 9-1-1 desires a strong performance matrix. Ms. Graeber noted that overall, Maricopa Region 9-1-1 does not feel that the Managed Services proposal will meet the needs of the region's 9-1-1 system.

Ms. Graeber stated that the proposed Managed Services model will have negative impacts on member agency budgets. She explained that the costs of 9-1-1 equipment moves, changes, or additions are currently provided by the Maricopa Region 9-1-1 team at no cost to the agency, however, CenturyLink would charge for these tasks. Ms. Graeber stated that the proposed model does not include the annual charges that are anticipated when text-to-9-1-1 is implemented and would need to be paid by the PSAP. Ms. Graeber stated that any shortages in the 9-1-1 fund would be divided up among all of the PSAPs in the state to pay the difference. Ms. Graeber reported that the \$2,000 monthly fee for additional 9-1-1 answering equipment purchased by the PSAP would have to be paid by the PSAP, for example, additional equipment that was purchased to accommodate growth includes two positions in Chandler, two positions in Gilbert, and ten positions in Phoenix.

Ms. Graeber stated that on September 22, 2014, the MAG 9-1-1 Oversight Team, which is composed of a high-level police and fire management personnel, was briefed on this new model and its impact to the region. The committee recommended conducting a study that will review current and future 9-1-1 needs to determine the impact of 9-1-1 funds sweeps on the region and review the 9-1-1 Managed Services proposal. MAG staff is recommending that a Request for Qualifications be issued.

Chair Brady thanked Ms. Graeber for her report and asked if there were questions.

Mr. Roger Klingler asked if the state's 9-1-1 Administrators had been provided an opportunity to comment at the time the Managed Services proposal was released. Ms. Graeber replied yes, a two-hour presentation was made to the Administrators, which was followed by a discussion of concerns that lasted approximately 45 minutes. She added that the state has been made aware of the concerns of Maricopa Region 9-1-1.

Mr. Klingler asked if the MAG study would review the technical and financial parameters that were included in the state's study. Ms. Graeber replied the consultant hired by the state conducted a technical review, so some of the technical aspects have been vetted, however, some security concerns still exist.

Mr. Klingler asked if the details of the Request for Qualifications were known. Mr. Smith stated that MAG would negotiate with a firm and the scope of work would be brought back to the Management Committee so they would have detailed information. Mr. Smith indicated that his concern was future direction, such as ways to streamline. He spoke about the extent



administration by the ADOA was needed and possibly implementing a formula for funding, much like the formula used for transportation at ADOT. Mr. Smith stated that the MAG region has the most stations that require service and Maricopa Region 9-1-1 staff at Phoenix Fire is very knowledgeable, and he thought administration should be kept at the local and regional levels as much as possible. Mr. Smith stated that technology is changing and it is time to have a study of the system. He stated that 9-1-1 is a life and safety issue and cannot be underfunded.

Chair Brady noted that for this item, a consultant recommendation and the scope of work will be brought to the Management Committee. Mr. Smith replied that was correct.

Chair Brady expressed that he had the same concern about placing the entire system under one carrier. He indicated that they had the same experience with the same provider and when there was a problem, their 9-1-1 system went down, and there was no one else to turn to because they had only one provider. Chair Brady stated that 9-1-1 is too critical a service and we need to figure out how to build in those redundancies.

Chair Brady invited Representative Bob Robson to address the committee.

Representative Robson stated that he has been monitoring the 9-1-1 system over the years and had worked on getting additional funding for the system after the cuts. He indicated that as he was listening to the presentation he was thinking of the role that could be taken legislatively, and he is considering bringing together a working group to discuss these issues. Representative Robson said that some people might say having the lowest tax rate for 9-1-1 in the country is a good thing. He stated that in this upcoming session, if he is re-elected, he will rise to protect 9-1-1 and he emphasized that life and safety were major concerns. Representative Robson stated that he would make some inquiries about why things were being done a certain way.

With for further discussion, Mr. John Kross recommended approval of issuing a Request for Qualifications. Ms. Jeanne Blackman seconded, and the motion passed unanimously.

7. Consultant Selection for the MAG Regional Household Travel Survey

Dr. Vladimir Livshits, MAG staff, reported that the fiscal year 2014 MAG Unified Planning Work Program and Annual Budget includes the On-Call Consulting Services for Travel Survey - Data Application project. He said that the On-Call contracts portion of the project includes up to \$2,500,000 for a regional household travel survey and up to \$2,000,000 for establishment surveys and required modeling support.

Dr. Livshits first spoke about the reason a regional household travel survey is needed. He stated that MAG maintains data that are used in socioeconomic, land use, transportation, and air quality models. Dr. Livshits stated that the models are utilized in air quality conformity analyses, transportation planning, transportation programming, and technical assistance to MAG member agencies, among others. Dr. Livshits stated that the travel data are used in almost all of MAG's transportation efforts.

Dr. Livshits stated that it takes years to collect the data and to incorporate the data into the models. He said that the data to be collected from the project are needed for a timely update of the regional models, to maintain a relevant transportation forecast, to fill in the gap in the data available from the decennial Census, to address new requirements of the next generation of transportation models, including freight and passenger models. Dr. Livshits noted that the survey will be facilitated by the broad experience that has been accumulated nationwide for the GPS-based surveys.

Dr. Livshits reported that the household travel survey dataset is the single most important source for travel demand forecasting models. He explained that the data they will collect are unique and cannot be found anywhere else and are necessary for the models.

Dr. Livshits stated that the cost of the project is determined by the sample size, sample design (hard-to-reach sub-populations: low income, minorities, transit users, young professionals, etc.), and the survey methods. He explained how the sample size is defined.

Dr. Livshits stated that 7,500 households will be surveyed in the Household Travel Survey during the period of November 1, 2014, to July 29, 2016. He said that approximately \$2.4 million is budgeted for this effort at a cost of \$320 per household in the recommended proposal.

Chair Brady thanked Dr. Livshits for his report. No questions being asked, he called for a motion. Ms. Jennifer Toth moved to recommend approval of the selection of Westat, Inc. to conduct the MAG regional household travel survey as a part of the Travel Survey - Data Application On-Call for an amount not to exceed \$2,500,000. If negotiations with Westat, Inc. are not successful, that MAG pursue negotiations with its second choice, Cambridge Systematics, Inc., to conduct the project. Mr. Bob Wingenroth seconded, and the motion passed unanimously.

#### 8. Census Test 2015

Scott Wilken, MAG staff, reported that the U. S. Census Bureau has selected portions of the MAG region to conduct tests of collection technologies and sampling methods for the 2020 Census. He introduced Vicki McIntire, Deputy Regional Director of the U. S. Census Bureau in Denver.

Ms. McIntire stated that she has been with the Census Bureau for approximately ten years, and worked with MAG on the 2005 Census Survey and on the 2010 Census. She said that MAG could assist in helping to save \$5 billion in 2020 Census costs by testing new procedures and methods, specifically to follow up with non-responsive households.

Ms. McIntire stated that the MAG region was chosen by the Census Bureau as the testing site because they were looking to test its re-engineered methodologies due to its diversity, vacancy rate issues, mobility, and close proximity of urban, suburban, and rural areas.

Ms. McIntire stated that the most expensive element of a census is going to houses that have not returned their census forms. She noted that the online capabilities of Census 2020 will help. Ms. McIntire stated that the Census Bureau has totally re-engineered the process for following up with non-responders. Previously, they sent out workers in person to contact non-responders, and now

data will be collected on Smart devices. Ms. McIntire stated that the staff organizational structure has also been reworked. She noted that one of the things they want to test is matching up workers' availability with the caseload.

Ms. McIntire stated that they will be performing a small test after the data collection next spring by asking people if they would be willing to load the Census Bureau's application on their own Smart Phone and interview people at the door with their own device. She noted that there could be concerns among the public with people using their own device instead of a secure, government-issued device, however, the Census Bureau's security says it will work.

Ms. McIntire stated that fall 2015 is critical for the Census Bureau in terms of getting funding and deciding on its plan for the 2020 Census. She indicated they will be opening regional and local offices in 2018, so it is not far off when budget and process decisions will need to be made.

Ms. McIntire stated that approximately 1.6 million housing units in Maricopa County will be included in the 2015 Census, not everyone in the entire county. She pointed out the test areas on a map that include a portion of Phoenix, some rural areas, and portions of Mesa and Chandler. Ms. McIntire added that they anticipate notifying the people in the test area about the census, but will not conduct a media campaign throughout the entire county. Ms. McIntire stated that Census Day will be April 1, 2015, as usual. They will ask people to self respond over the Internet, but will provide a paper copy upon request. Ms. McIntire stated that enumerators will be sent out to households who have not responded.

Ms. McIntire stated that numerous office and field job positions will be available. Ms. McIntire stated that a small office will open at 4000 N. Central Avenue in Phoenix in January 2015. She stated that local governments can assist by collaborating with the Denver Regional Office, especially in regard to funding decisions on the 2020 Census, spreading the word about job openings, and encouraging participation among their residents.

Chair Brady thanked Ms. McIntire for her report and asked members if they had questions.

Mr. Klingler stated that some cities will also be conducting their own mid-decade censuses. He asked if there was an opportunity to coordinate with the Census Bureau to inform the public that the census being conducted by their city is not a test and he also asked if any of the redesigned test processes were available to these cities. Ms. McIntire replied that the redesigned test elements are not available to individual special censuses, however, she thought new processes will make a huge difference in the cost of the 2020 Census. She said that training will be almost entirely online. Ms. McIntire stated that the Census Bureau would like to assist in a communications campaign with those agencies conducting their own special censuses. She said that the Bureau is trying to not have the testing areas overlap with those cities who will be conducting their own special censuses.

Mr. John Kross asked if the Census Bureau anticipates having sufficient staff required to support both the test and the special censuses. Ms. McIntire replied that the Census Bureau hopes to do most of the hiring for the test within the area where the sample is located. She said that mostly the 2015 test is to measure production so they will be trying as much as possible to hire people

who live in the areas to be tested and many of the special census cities are not in the test areas. Ms. McIntire added that they possibly could work on timing census staff schedules in the event more cities decide to do a special census. She stated that the Census Bureau will be hiring recruiters to test job applicants. Ms. McIntire added that the job openings are already posted on the Census Bureau Denver website and they would like to have staff on the ground now to begin recruiting.

Mr. Patrick Banger asked if there was an opportunity for those communities who will be doing their own special censuses to meet with the Census Bureau, perhaps in a working group. He expressed concern for the communication and marketing plan and that there could be confusion among residents that this is a real census and whether they need to participate. Mr. Banger stated that employment, recruitment, and marketing could be discussed and he added that coordination could add to the success both efforts. Ms. McIntire stated that she would like to participate in a working group.

Chair Brady asked for clarification of the time frames of the 2015 test and the special censuses. Ms. McIntire replied that the 2015 test will be requesting information in late March 2015 with enumerators in the field in mid-May to the end of June 2015. She noted that she thought the Town of Gilbert was the farthest along in the process and had already sent the Census Bureau a check. She added that a September enumeration date is anticipated.

Mr. Banger asked for confirmation that the test would be conducted ahead of the special censuses. Ms. McIntire replied that was correct.

Mr. Kross expressed his appreciation for having a working group and asked if MAG would be assembling it. He expressed his concern with duplicative efforts and he thought perhaps some of the resources could be maximized.

Chair Brady expressed that he thought utilizing people's personal devices was a good option. He added that the City of Mesa would support the 2015 test.

Mr. Smith spoke of the times when MAG worked with the Census Bureau on special censuses, and he said that the Census Bureau and MAG have a great working relationship.

Mr. Gregory Rose expressed concern that adequate staff would be available for the special censuses and the 2015 test. Ms. McIntire replied that resources are always a concern. She said that the Census Bureau needs to support both events. Ms. McIntire stated that the Bureau will be relying on local agencies to get the word out that jobs are available. She said that the Bureau has also been working on strategies to support both operations.

Chair Brady thanked Ms. McIntire and her staff for attending the meeting.

9. Update on the Arizona Center for Law in the Public Interest Lawsuit on the MAG 2012 Five Percent Plan for PM-10

Ms. Lindy Bauer, MAG staff, stated that she reported at the September Management Committee meeting that the Arizona Center for Law in the Public Interest filed a petition to challenge the Environmental Protection Agency's (EPA) approval of the MAG 2012 Five Percent Plan for PM-10. Ms. Bauer stated that she also reported that the Arizona Department of Environmental Quality (ADEQ) submitted a motion to intervene on behalf of EPA in this lawsuit.

Ms. Bauer stated that following the Management Committee meeting, staff received a telephone call wondering if MAG would intervene also. She stated that staff contacted its Washington, D. C., legal counsel, who indicated that intervening provides some advantages, including providing MAG a seat at the table and the ability for MAG to submit information.

Ms. Bauer stated that MAG's objective is for the court to uphold EPA's approval of the MAG 2012 Five Percent Plan for PM-10. She mentioned the significant resources and time expended by MAG in developing the plan. Ms. Bauer stated that the measures included in the plan are being implemented by cities, towns, the county, and the state. She added that the plan establishes a motor vehicle emissions budget for transportation conformity. The MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan must pass a conformity budget test in order for transportation projects to be built.

Ms. Bauer stated that if the plan approval is not upheld, the MAG region could be subject to Clean Air Act sanctions, such as loss of federal highway funds, a federal implementation plan, or a conformity lapse. Ms. Bauer noted that in the current TIP are approximately \$1.5 billion in federal highway funds, which could be in danger due to sanctions. On the day sanctions are imposed, the TIP's conformity lapses, and impacts projects of regional significance, regardless of funding source. She noted that MAG has provided significant technical assistance to ADEQ on the exceptional events.

Ms. Bauer stated that MAG's Washington legal counsel, Crowell and Moring, is on retainer and MAG has funds available for this effort. She reported that on September 24, 2014, the MAG Regional Council approved MAG's Washington legal counsel to file a motion for MAG to intervene on behalf of the respondent in the lawsuit filed by the Arizona Center for Law in the Public Interest to challenge the EPA approval of the MAG 2012 Five Percent Plan for PM-10. She noted that the joint motion is being filed late. Ms. Bauer added that the County has expressed a strong interest in filing a joint motion with MAG. She stated that MAG's counsel has prepared a draft motion. Ms. Bauer added that Maricopa County is informing the County Attorney and Board of Supervisors and is looking at what it needs to do to join MAG on a joint filing. She stated that the final motion would be filed electronically and afterward the court will decide if it will allow the intervention.

Chair Brady thanked Ms. Bauer for her report. No questions from the Committee were noted.

11. Outcome of the Central Phoenix Transportation Framework Study

Mr. Bob Hazlett stated that the Central Phoenix Transportation Framework Study is a multi-year project that looks at everything inside of Loop 101. Mr. Hazlett stated that the project is complete and this update was to provide a report on the final outcomes and recommendations. He attributed the idea for the study was brought forward by Mr. Frank Fairbanks, former Phoenix City Manager.

Mr. Hazlett stated that MAG conducted a number of framework studies that informed the planning process and determine what is truly needed for the transportation system. He said that the information provides data for the MAG Regional Transportation Plan and member agencies in their planning.

Mr. Hazlett stated that the foundation of the Central Phoenix Transportation Framework Study started with a network of more than 200 bicycle, pedestrian, arterial, freeway interchange, and transit projects. He said that they used an eight million population scenario to identify where there might be transportation issues. Mr. Hazlett stated that these projects were identified through numerous meetings of almost 1,000 people and two charrette workshops. Mr. Hazlett stated that all projects were catalogued and categorized using the six Housing and Urban Development/Environmental Protection Agency/Department of Transportation criteria.

Mr. Hazlett stated that further study was conducted in 12 subject areas. These subject areas were wrapped up into planning papers that represented the Central Phoenix Framework Study recommendations for informing member agency planning and the next generation Regional Transportation Plan. Mr. Hazlett then presented highlights of major recommendations.

Mr. Hazlett stated that one of the recommendations of the Central Phoenix Transportation Framework Study was to study an extension of State Route 30. He said that SR-30 originally was planned as the Interstate 10 Reliever Freeway in the West Valley through Avondale, Goodyear, and Buckeye, and extends for 12 miles from Loop 202/South Mountain to SR-85. Mr. Hazlett reported that during the planning process, it was identified that the parallel segment of Interstate 10/Papago Freeway between Loop 202 and the I-17 Stack would reach very unacceptable levels of congestion as early as the current outer year planning in the Regional Transportation Plan. Through the charrette process, and in meetings with the City of Phoenix, it was determined to test an extension of SR-30 for about five miles from Loop 202 to Interstate 17 at the Durango Curve, which relieved Interstate 10 considerably. Mr. Hazlett added that it also helps out Southwest Phoenix with economic growth by providing a better route between Downtown Phoenix and Sky Harbor International Airport.

Mr. Hazlett stated that the study explored 35 locations for Direct High Occupancy Vehicle (DHOV) ramps and interchanges to determine where there might be improved connections for transit and rideshare travelers to integrate with the freeway system. He said that 13 locations rose to the surface, including a potential location at Mountain View Road and Interstate 17, which is nearby MetroCenter and the light rail extension.

Mr. Hazlett stated that the study explored park-and-rides. He said that case studies of Best Practices were conducted for San Diego, Denver, and Seattle to define integration with freeway

system and establish background for development and character of future DHOV ramps on the freeway system, including physical features, operational conditions, and benefits.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study looked at operations and maintenance on a regional basis and found we are behind. Mr. Hazlett described how Mr. Jack Letierre, the former New Jersey DOT Director, helped identify how catching things early can mean a lower bill later. He said that Mr. Letierre's observation was based upon his experience in New Jersey with a much older system and a considerable bill to pay to keep their transportation system in good order. Mr. Hazlett stated that the average cost for municipal street operations and maintenance is \$15,000 per lane-mile per year, and many times the maintenance cost exceeds the amount budgeted. He questioned if there should be a distinction to identify surface street improvements and maintenance that are of regional significance.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study also looked at arterial improvement strategies for just about all roadways on the mile grid to improve mobility on surface streets. He said that 66 railroad crossings were examined and nine locations were determined feasible for grade separation. Mr. Hazlett stated that the US-60/Grand Avenue COMPASS Study is addressing this corridor.

Mr. Hazlett displayed the Central Phoenix Transportation Framework Study brochure that was included in the agenda packet and said they are considering printing it in a larger format. He stated that the Central Phoenix Transportation Framework Study helped with a number of other projects: US-60/Grand Avenue COMPASS, 99th Avenue COMPASS, the MAG Managed Lanes Network Development Strategy, the I-10/I-17 Near Term Improvement Strategy, the I-10/I-17 Corridor Master Plan, and the Phoenix Inner Loop Microsimulation Model.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study shared data with the Sustainable Transportation and Land Use Integration Study, and launched a joint study between the City of Phoenix and MAG for examining connections in downtown Phoenix, which is the location of major events and venues, is the transit hub, and home to residents. Mr. Hazlett stated that an analysis identified a 20-year process to incorporate many of the Study's recommendations. He said that these recommendations include changing one-way traffic patterns and expanding bicycle and pedestrian facilities, modifications to 7<sup>th</sup> Avenue and 7<sup>th</sup> Street gateways, and converting Central Avenue to a transit/bicycle/pedestrian mall. Mr. Hazlett stated that the recommendations have been presented to the City Transportation and Infrastructure Committee, and have been through three rounds of public and stakeholder meetings.

Chair Brady thanked Mr. Hazlett for his report. No questions from the committee were noted.

## 12. FY 2015 Regional Freeway and Highway Program Update

Mr. Bob Hazlett provided an update on the Regional Freeway and Highway Program. He noted that the last update to the program was in May 2012, when the program was rebalanced. Mr. Hazlett reviewed the timeline of the Regional Freeway and Highway Program, beginning in 2003, when the Regional Transportation Plan was adopted, followed by passage of Proposition 400 by

the voters in 2004. He stated that the Program began in January 2006, when collection of the half cent sales tax started.

Mr. Hazlett stated that the Regional Freeway and Highway Program originally was an \$8.1 billion program, but by 2007-2008, the Program cost inflated to approximately \$15.9 billion. He explained that this resulted in the first rebalancing in 2009, when the program was reduced approximately \$6.6 billion, to a fiscally balanced plan of \$9.4 billion, and the revenues matched the expenditures. Mr. Hazlett stated that this rebalancing included projects being delayed to a new Phase V. He noted that a second rebalancing was required in 2012 due to lower revenue projections. He added that the program was reduced about \$300 million to \$9.1 billion. Mr. Hazlett noted that one project, part of Loop 303 in Goodyear, which had been moved to Phase V, was brought back into the program due to development in the area. He stated that the Regional Freeway and Highway Program in 2014 is approximately 50 percent complete and total cost is approximately \$8.9 billion.

Mr. Hazlett reported on Regional Freeway and Highway Program projects that have been completed since 2006, which include SR-24 in April 2014 and the traffic interchange at Loop 303 and Interstate 10 in August 2014. He added that 13 new miles were added to the Loop 303 corridor. Mr. Hazlett pointed out the addition of high occupancy vehicle (HOV) lane miles, which makes the Regional Freeway and Highway Program HOV network the fourth largest in the United States. He also noted that the Regional Freeway and Highway Program includes the largest direct high occupancy vehicle (DHOV) network in the nation.

Mr. Hazlett reported that 375 general purpose lane miles (52 percent) out of a planned 720 miles have been completed. He said that 215 HOV lane miles (60 percent) out of a planned 360 miles have been completed. Mr. Hazlett stated that the total of new miles is 590, or 54 percent of 1,080 miles planned.

Mr. Hazlett then reported on the remaining Regional Freeway and Highway Program projects to 2026. He noted that projects under construction include the Loop 303 between US-60/Grand Avenue and Happy Valley Road and adding lanes to Loop 101 in Scottsdale and Loop 202 (between Loop 101 and Broadway Road) in Mesa. Mr. Hazlett stated that additional general purpose lanes are planned for Loop 101 between Interstate 17 and Shea Boulevard, and for US-60 to Loop 202/Santan.

Mr. Hazlett stated that planned improvements on US-60/Grand Avenue include intersection improvements at Bell Road, Thunderbird Road, and a grade separation in the City of Surprise. Mr. Hazlett stated that the project likely to be the largest in regional or ADOT history is the South Mountain Freeway. He noted that the final environmental impact statement for the Loop 202/South Mountain Freeway is anticipated the end of September 2014, with the record of decision the end of 2014.

Mr. Hazlett indicated that planning work is underway for extending Loop 303 south of Interstate 10 to MC-85. He indicated that work continues with the City of Goodyear and ADOT to get the project moving as quickly as possible. Mr. Hazlett stated that a near-term improvement strategy on Interstate 10 and Interstate 17 (the Spine) has been identified to make improvements sooner



than later. Mr. Hazlett stated that the Master Plan is underway and they anticipate approximately \$800 million in improvements will be identified by the end of 2016. He pointed an Interstate 10 widening project from the Pecos Stack to Riggs Road and a Loop 202 project adding HOV lanes, which will complete the HOV system on Loop 202. Mr. Hazlett stated that HOV lanes are included in the South Mountain Freeway plan.

Mr. Hazlett then addressed the status of the Program. Since 2006, a total of approximately \$3.6 billion of the \$8.9 billion program has been spent, but does not include approximately \$500-600 million from the Loop 303 project. Mr. Hazlett stated that the FY 2015 to 2019 MAG Transportation Improvement Plan possibly represents the most concentration of costs in the Program, due to the South Mountain Freeway and some near term improvements to Interstates 10 and 17.

Mr. Hazlett noted that program expenditures appear in line with the ADOT cost opinions and cash flow is working well. He said that the next five years represent the highest activity for the program, including the South Mountain Freeway and the near term improvements to Interstates 10 and 17, and likely will push the Program to the \$2.5-3 billion range.

Mr. Hazlett noted that a significant number of jobs will be associated with construction. Mr. Hazlett stated that a re-evaluation of the Program with ADOT is underway, with an October workshop for identifying additional cost savings and unspent revenue. He gave as an example, approximately \$60 million was returned to the corridor from unspent funds for rights-of-way on the Loop 303 project. Mr. Hazlett stated that MAG and ADOT identified opportunities for saving costs of approximately \$10 million on right-of-way. He expressed that he looked forward to the significant accomplishments that will take place over the next ten years. Mr. Hazlett noted that the next report is anticipated for January or February 2015.

Chair Brady thanked Mr. Hazlett for his report. No questions from the committee were noted.

13. Election of Vice Chair

Chair Brady noted that on June 11, 2014, the positions of Chair and Vice Chair were elected by the Management Committee. Mr. Rick Buss, Town of Gila Bend, who was elected Vice Chair, recently accepted a position of at the City of Surprise and is no longer a member of the MAG Management Committee. Chair Brady stated that in accordance with the MAG Committee Operating Policies and Procedures, approved by the MAG Regional Council, the Chair works with members to nominate a manager for the Vice Chair position. He stated that the Management Committee is requested to elect a Vice Chair to fulfill the remainder of the term.

Ms. Jeanne Blackman moved to elect Mr. Darryl Crossman, City of Litchfield Park, as Vice Chair. Mr. Brian Dalke seconded, and the motion passed unanimously.

14. Legislative Update

Chair Brady noted that there was no report.

15. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

16. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:30 p.m.

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Chair

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Secretary